

## TWO CONTINENTAL MARINE MUSEUMS

The admirable Musée de la Marine, which before World War II was in a somewhat obscure wing of the Louvre, is now handsomely housed in a part of the Palais de Chaillot, on the site of the old Trocadero and commanding a noble view of the city of Paris. The decision to move from the Louvre was actually made in 1937, but owing to the war and the storage of part of the collection outside Paris, the move was not completed until 1943. Then the galleries assigned to the museum were used for a year by the United Nations Organization, and the re-installation of the marine collection was not complete until 1950.

There are over 1250 items on display, the largest number of which relate to the French Navy. In addition, however, there are significant representations of the French merchant marine, fishing and pleasure craft, exploration, the history of navigation, and primitive craft. The great glory of the museum is doubtless its collection of naval models, including galleys, sailing vessels, and modern warships.

An exhibition of marine archeological work carried on at Tyre was of great interest. Since its Louvre days, the collection has been very much spruced-up; models are in good condition and the pictures well hung.

In addition to the collection on display, the museum has a large number of pictures and models as well as a library of books and documents which are not shown to the general public, but which are available to researchers. A numerical catalogue of these holdings exists, and some idea of their number is to be gained from the fact that the file of photographs covering the total holdings of the museum runs to some 15,000.

Working closely with the Musée de la Marine is L'Association des Amis des Musées de la Marine (there is also a marine museum at Toulon), which was founded in 1930. It issues Neptunia (a handsome journal devoted to naval history) and Le Triton (primarily for model builders) thrice a year. It has also published an important series of reproductions of important books and pictures in the museum as well as plans of galleys, sailing warships, and modern French men-of-

war for the use of model builders.

In Barcelona, the Museo Marítimo is, appropriately enough, housed in the cavernous Atarazanas, or naval arsenal, dating back to the 14th Century. Some of the huge vaulted halls have been left in their original state, but others have undergone modernization to fit them better for museum purposes. The museum contains extensive exhibitions of Catalonian naval architecture and shipping from the Middle Ages to the present. There is an impressive array of naval ship models of the 18th and early 19th Centuries.

Paintings, photographs, and models of both sail and steam merchant fleets of the 19th and 20th Centuries are grouped together with the portraits of the men who built and owned them in such a way as to give an unusually clear idea of the structure of the Catalonian shipping business. One gallery is devoted to the fishing craft and fishing villages of the coast of Catalonia, and contains interesting models, photographs, and plans.

The Museo Naval in Madrid has been moved from its former location near the Royal Palace to the headquarters building of the Ministry of Marine just off the Prado. On the day that I finally located it the museum was closed, and although I was graciously invited to return mañana, I was unable to get back to see it.

Northbound out of Spain, I spent part of an afternoon at the Basque town of St. Jean de Luz, just across the border in France. In the church of St. Jean, there is an interesting votive model of a side wheel steamer, complete with smoke issuing from the stack, suspended from the ceiling of the nave.

JOHN HASKELL KEMBLE  
August 1951

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## THE SHIPBUILDERS OF THOMASTON (continued from page 90)

## XI. CAPTAIN CHARLES E. RANLETT

We have already told a little of the career of Capt. Ranlett in discussing Chapman & Flint (LC, v.2, p.73), and his reminiscences were published in 1942 by the Penobscot Marine Museum under the title "Master Mariner of Maine." Charles Everett Ranlett was born at Montville, Me., in Nov. 1816, the son of John Ranlett, a blacksmith from Gilmanton, N.H., and Cynthia Everett of Rutland, Vt. John Ranlett died in Dec. 1819, and Cynthia Ranlett taught school at Camden, Me., from 1821 to 1827, when she married Joseph Watts of St. George. Charles Ranlett thus became Samuel Watts' step-brother.

In 1830 young Charles shipped as cook in the 100-ton schooner FAIR TRADER, and the following summer as cook in the 98-ton sloop JANE. Service in other coasters followed, and in 1836 he made his first deep-water voyage in the brig LYGONIA, whose mate was Joseph Burgess, later a founder of the firm of Snow & Burgess. In 1837 Ranlett bought 1/8 of the schooner WALDOBORO, for \$550, but he lost her off the Georgia coast, bound to Mobile. He then took the 54-ton schooner GEORGE & JAMES from Boston to Mobile, in an unsuccessful attempt to enter the lighterage business, and in 1838 and 1839 commanded the brig ANN MARIA and schooners CORAL and EXTIO.

In 1841 Ranlett built the bark ALABAMA with Chapman & Flint, sailing her for 3½ years, and then spent a year commanding the Boston-Orleans packet KENTUCKY. In 1846 he took the MILTIADES, which he commanded for 15 months. His next command was the IONIAN of 1849, in which he was the first master from the Georges River to round the Horn, leaving Boston 19 Oct. 1850 for the Pacific after two trips to New Orleans. In 1852 he turned the IONIAN over to a new master, and then built the ORACLE, bringing John McDonald down from Boston.

Captain Ranlett sailed the ORACLE till 1856, and then severed his connection with Chapman & Flint. In 1857 he joined John Small and Oliver W. Jordan (Ranlett's brother-in-law) in building the 1048-ton ship HOLY ROOD, to be commanded by Capt. Samuel C. Jordan, and in 1859 he built the 136-ton schooner NAUTILUS at Thomaston. Anticipating Donald MacMillan's BOWDOIN by two generations, Ranlett took 20 Bowdoin and Williams students to Labrador and Greenland in the NAUTILUS in 1860. Mrs. Packard's "Town That Went to Sea" has a chapter on

this cruise. During the next three years, Capt. Ranlett stayed ashore, serving in 1862 as a selectman of Thomaston, and representing the town in the Maine Legislature in 1863. On 25 Nov. 1863, Capt. Ranlett launched the 654-ton bark SUNBEAM at Thomaston. She has two claims to distinction, first that she was rigged with wire imported from England, being the first vessel built in Maine to be rigged with wire, and second that one man built her, owned her, and commanded her. Captain Ranlett sailed her for a year and a half, as described in two chapters of Mrs. Packard's book, and then sold a half interest to Capt. Samuel C. Jordan, retired from the sea, and moved to Auburndale, Mass.

Capt. Ranlett returned briefly to the sea in 1863, when he had David Clark build him the 874-ton bark ASTERIAS at Kennebunkport. He took her new from the stocks, but soon turned her over to his mate, and the bark was lost by explosion two days after sailing from Cardiff with a coal cargo for Hong Kong. The rest of Capt. Ranlett's days--he lived to be nearly 101--were spent ashore.

## XII. CAPTAIN HARVEY MILLS

Harvey Mills was born at St. George, Me., in August 1817. Matthews' "American Merchant Ships" gives a brief biography of him, and Mr. S. J. Lewis of Lancaster, Mass., his grand-nephew, has furnished us with additional material. Like most Thomaston boys, Mills went to sea at the age of 12, and he rose to command by 25. In 1853-4 he had the JAMES NESMITH, of which he owned 1/8; and he also commanded the FRANKLIN KING in this period. Later he was associated with Samuel Watts (who married his sister, Clarissa Mills) and commanded a succession of Watts vessels, including COL. ADAMS, MONTPELIER, H. L. RICHARDSON, SAMUEL WATTS, and ELIZA McNEIL. He owned 7/32 of the COL. ADAMS, which he turned over to Capt. Edward Watts. This vessel was transferred to British registry during the Rebellion, requiring that a man with British papers be installed as nominal master. Capt. Watts and the titular master failed to get along, so Capt. Mills had to go out to Callao and bring the ship back. In 1873, Capt. Harvey Mills retired from the sea, turning the ELIZA McNEIL over to his son Warren, and the following year, in association with J. A. Creighton, he built the ship JOSEPH S. SPINNEY at Thomaston. In 1876 Capt. Mills built the ship HARVEY MILLS, 2186 tons, (continued on p. 125)



## THE CHESAPEAKE RAM

In the lead story in No.4 of this volume of LOG CHIPS, we referred at some length to the Chesapeake ram, a couple of which were operated by Johnson & Wimsatt of Washington, describing the type as "a three-masted, baldheaded, narrow, shoal, slab-sided centerboard schooner with a spike bowsprit." We might also have added "flat-bottomed" and "shovel-sterned" to the description.

Not much has been published on the type. There was an article by E.P. Duffy in the Baltimore "Sunday Sun" of 1 Aug. 1909, which did little more than list the 25 or so that had been built up to that time; R.H. Burgess had a good account in "Chesapeake Skipper" for March 1948; and J.F. Dooty included the ram in his recent paper on "Chesapeake Sailing Vessels" before the local Society of Naval Architects & Marine Engineers. The ram as known on the Chesapeake was an adaptation to the locks of the old Chesapeake & Delaware Canal, and it seems possible therefore to go to the Delaware to trace the origins of the type.

Radiating out of Philadelphia, in the early part of the 19th Century, were several canal systems. The canalized Schuylkill River brought anthracite coal to the port of Philadelphia; the Delaware & Raritan linked the Delaware with New York Bay. From Trenton to Philadelphia on this route was a good many miles of open river, where a vessel could be handled expeditiously under sail; on the canals, of course, it would be towed by mules. The same type of craft suitable for the Delaware & Raritan Canal would also do for the Chesapeake & Delaware Canal, working under sail from Philadelphia to Delaware City, towing through to Chesapeake City, and then proceeding under sail down the Bay.

Possibly representative of some of the early canal craft was the schooner LULU M. QUILLIN, 129 tons. She was originally the barge READING R.R. No. 34, built at Hamburg, Pa. (on the Schuylkill between Reading and Pottsville), in 1863. About 1883 she was refitted as a schooner out of Seaford, Delaware, which is on the Nanticoke, a tributary of the Chesapeake. She measured 106 x 19.1 x 8.6 feet, which gives a rough block coefficient (gross tonnage divided by product of length x beam x depth) of .75. Presumably the 19.1-ft beam of the LULU M. QUILLIN represents the limiting width permissible in the Schuylkill lock system; the C. & D., and apparently also the D. & R. had 24-ft locks. There is evidence that by the 1870's schooners were being built with the full allowable beam of these systems, the following being examples:

Name	Year	Place	Builder	Tons	Length	Bm.	Dpth.	Coeff.
HATTIE E. GILES	1874	Lewesville, Del.	A.J. Horsey	135	110.5	23.7	7.5	.69
JOHN A. CURTIS	1874	Laurel, Del.	W.R. McIlvain	155	111.2	23.6	8.5	.69
C	1881	Bridgeton, N.J.	W.H. Phillips	138	123.8	23.8	6.4	.72
BEULAH LAND	1882	Bridgeton, N.J.	M. Huling	165	122	23.7	8	.72
EDNA A. POGUE	1883	Cedarville, N.J.	Claypoole	162	121	23.8	8.2	.69
ANNIE E. RUDOLPH	1884	Camden, N.J.	McDonnell	195	116.7	23.8	8	.88
VIOLA W. BURTON	1885	Camden, N.J.	L. Burton	125	95	24	7.1	.78
BERTIE & MAUD	1887	Camden, N.J.	S.W. Tilton	191	138.5	23.7	7.5	.78

Of these, all were three-masters but BERTIE & MAUD, which was a four-master. Laurel, where JOHN A. CURTIS was built, is on Broad Creek, a tributary of the Nanticoke; HATTIE E. GILES seems also to have been built on the Chesapeake watershed, as Laurel was her home port and Seaford her port of registry; Lewesville apparently is not near Lewes. The others were built on the Delaware watershed, and BEULAH LAND, C, and EDNA A. POGUE all had sharp sterns; something like bugeyes. HATTIE GILES, as shown by a photo now in the Mariner's Museum, had a conventional schooner rig with topmasts, and her block coefficient indicates that she was a conventional model.

What all accounts agree was the "first" ram was the J. DALLAS MARVIL, built at Bethel, Del., on the Nanticoke, in 1889 by G.K. Phillips & Co. for Capt. Wm. J. Eskridge. Capt. Eskridge owned 1/16, as did the builders; Joshua H. Marvil of Laurel owned 7/16, four other Sussex County men also owned shares, and 1/16 was owned by Wm. B. Higgs & Co. of Baltimore. The partners in Geo. K. Phillips & Co. were G.K. Phillips, W.T. Moore, and John M.C. Moore, who was the master builder; G.K. Phillips had owned 1/16 of the HATTIE E. GILES, 15 years before.

A long series of similar vessels followed the J. DALLAS MARVIL, as given in the table on the next page.



J. DALLAS MARVIL	1889 Bethel, Del.	J.M.C.Moore	160	112.8	23.6	7.4	.83
EDNA & EMMA	1890 Baltimore, Md.	McCosker	182	119.7	22.5	8.2	.82
THOMAS J. SHYROCK	1891 Bethel, Del.	J.M.C.Moore	173	117.4	23.7	7.7	.82
CHARLES T. STRANN	1891 Sharptown, Md.	G.K.Phillips	215	125.2	23.8	8.9	.82
HARLAND W. HUSTON	1891 Bethel, Del.	J.M.C.Moore	180	125.2	23.6	7.4	.82
LEVIN J. MARVEL	1891 Bethel, Del.	J.M.C.Moore	183	125.5	23.8	7.5	.82
LIZZIE A. WILLIAMS	1892 Bethel, Del.	J.M.C.Moore	188	125	23.7	7.5	.84
GRACE G. BENNETT	1893 Bethel, Del.	J.M.C.Moore	210	135.5	23.9	7.8	.83
CLARENCE A. HOLLAND	1893 Bethel, Del.	J.M.C.Moore	200	126.5	23.9	8.2	.81
JAMES H. HARGRAVE	1893 Sharptown, Md.		184	128	23.6	9.8	.62
AGNES S. QUILLIN	1894 Bethel, Del.	J.M.C.Moore	197	126.5	23.9	7.8	.83
IVY BLADES	1894 Bethel, Del.	J.M.C.Moore	234	134.8	23.9	8.8	.84
IDA E. COMLY	1894 Bethel, Del.	J.M.C.Moore	208	133.8	23.8	7.6	.86
MABEL & RUTH	1896 Bethel, Del.	J.M.C.Moore	190	125.3	23.8	7.6	.84
JENNIE D. BELL	1898 Bethel, Del.	J.M.C.Moore	194	128.4	23.7	7.7	.83
SAM'L T. BEACHAM	1898 Baltimore, Md.	J.S.Beacham	185	121	23.7	8.2	.78
EDWIN & MAUD	1900 Bethel, Del.	J.M.C.Moore	208	126.5	23.8	8.6	.80
MARIE THOMAS (aux)	1906 Milton, Del.	G.E.Megee	122	96	23.9	6.5	.82

Of the above, EDNA & EMMA, MABEL & RUTH, SAM'L T. BEACHAM, and MARIE THOMAS are not on Duffy's list; yet only SAM'L T. BEACHAM, along with the Sharptown-built JAMES H. HARGRAVE, has a block coefficient (computed on the basis of gross tonnage and registered dimensions) of less than .80. All the Phillips rams were obviously built from the same, or very similar models, fuller than anything that had preceded them with the possible exception of the ANNIE E. RUDOLPH.

As to rig, it appears that all these schooners were three-masted baldheaders, except for the JAMES H. HARGRAVE, which sported a fore topmast. The ram model was both narrow and shoal compared with the conventional schooner, being limited by both the width of the canal locks and the depth of water, so that it was not suited to standing up under a lofty rig. The sails were cut to have as low a center of effort as possible, the headsails being short in the foot, and the foresail boom horsed down and aft toward the foot of the mainmast, barely clearing the forward deckhouse.

It was probably the Albemarle & Chesapeake Canal that limited the draft of the rams. The "Coast Pilot" for 1885 speaks of the silting up of Hatteras Inlet, through which the pine lumber cut around Pamlico and Albemarle Sounds had formerly gone to market. The 40-ft wide locks of the A & C Canal could take vessels up to 7-ft draft, and the development of the ram type meant that sizeable cargoes of lumber could be carried all the way under sail from Beaufort, N.C., to Philadelphia.

At a slightly later period, the growing consumption of lumber in Baltimore and other Chesapeake ports made it feasible to build even larger three-masters of ram type, too beamy for the C & D Canal, but correspondingly more seaworthy. These included the following:

ALVERDA S. ELZEY	1899 Bethel, Del.	J.M.C.Moore	283	135.9	28.5	8.3	.89
GEORGE F. PHILLIPS	1901 Bethel, Del.	J.M.C.Moore	270	130	28.3	8.4	.88
MARGARET H. VANE	1901 Madison, Md.	J.W.Brooks	246	126.4	28.3	8.9	.77
HARRY K. FOOKS	1902 Bethel, Del.	J.M.C.Moore	276	131	28.2	9.2	.82
WM. THOS. MOORE	1902 Bethel, Del.	J.M.C.Moore	291	134.3	28.8	10.1	.75
VICTOR C. RECORDS	1902 Sharptown, Md.	Sauerhoff	293	136.5	28.3	9.7	.78
EDWARD R. BAIRD JR.	1903 Bethel, Del.	J.M.C.Moore	279	132	28.3	9.8	.76
ANNA M. HUDSON	1904 Bethel, Del.	J.M.C.Moore	338	133.5	31.8	10	.80
JOSEPH P. COOPER	1905 Sharptown, Md.	Sauerhoff	315	150.4	28.2	10.2	.73
JUDGE PENNEWILL	1906 Bethel, Del.	J.M.C.Moore	439	155	34.5	12.2	.68
ALBERT W. ROBINSON	1907 Sharptown, Md.	Sh'town MR	498	163	34.7	12	.74
RICHMOND	1909 Sharptown, Md.	Sh'town MR	288	135.3	26.5	9	.89

Unlike the 24-ft beam rams, and the schooners listed on the previous page, the above were classed in the "Record" as "Bay & coastwise," rather than "Canal" or "Bay, sound & inland." The PENNEWILL and ROBINSON were four-masters, the latter having a full topmast rig. The COOPER had a fore topmast and jibboom; she spent her first years as a New York-Miami packet in the service of Benner & Co., and according to LCDR W.J.L. Parker was the only ram to cross the Atlantic, taking a



cargo of keg staves from New Orleans to Spain in the winter 1916-7 and returning with salt.

There is a good deal of mystery about the origin of the term "ram" as applied to these schooners. Burgess quotes a story attributing the origin to a casual phrase by a Chesapeake City ship chandler named Billy Borwick, much as chance remarks have similarly been credited with originating the terms "schooner" and "bugeye." Duffy, however, names Capt. Andrew Hubbard as the coiner of the name; and as Hubbard is supposed to have seen the first one coming down the Nanticoke River he takes priority over Bortnick, who could not have seen her till she reached the canal. Certainly the term "ram" was in general use by 1902, as the Nautical Gazette applies it on 14 August to the M. THOS. MOORE, then in port at New York.

A couple of years earlier, however, the Gazette had referred to car floats as "harbor rams", and it seems likely that the term "ram" was in rather wide use at the time in a somewhat derogatory sense. In all probability this reflects public reaction to the USS KATAHDIN, the only vessel of the U.S. Navy officially designated a "ram" since Civil War days. She was built at the Bath Iron Works in 1891-2 to the designs of the retired RAdm Daniel Ammen, and to the accompaniment of much controversy in the public press. In spite of the claims of the designer and his friends, the KATAHDIN proved worthless as a fighting ship, and the application of the designation "ram" to other vessels must have carried a derisive connotation.

The last ram built was the following:

GRANVILLE R. BACON 1911 Bethel, Del. Bethel MR 385 133.6 31.6 11.8 .78  
which, like the others of her size, was engaged mostly in the coasting trade outside the Bay. Before taking leave of the ram, however, we would like to record the particulars of two barges whose measurements indicate they navigated the C & D Canal, and show the extremes to which Bay builders went in producing canal craft:

ISABELL 1902 Elkton, Md. 428 183.8 23.9 10.9 .90  
FLORENCE ELLIOTT 1917 Seaford, Del. Delaware SB 455 201.9 23.6 10.7 .89

These two are typical of many other barges that were obviously built to use the Chesapeake-Delaware waterway, although FLORENCE ELLIOTT was towed farther afield, as it is recorded that she was lost at New Haven, Conn., in November 1924.

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HARVEY MILLS (continued from p.122)  
an enlarged version of the SPINNEY by virtue of 6" more beam and 2' more depth on the same length. It is generally stated that the HARVEY MILLS was built by Mills & Creighton, but according to the Portland "Argus" she was launched on 4 Sept. 1876 by John Hilt, master builder, in O'Brien's yard for Mills & Co. Capt. Harvey and his son owned the controlling interest, 3/8 by Harvey and 9/64 by Warren; Burgess, O'Brien & Co. had 6/64, but there was no Creighton interest.

Lubbock in "Downeasters" states that a man was killed in launching the HARVEY MILLS, but there is no mention of this in the "Argus" and no memory of it in Thomaston. The new ship was chartered to take cotton from Port Royal, S.C., to Liverpool, and was the largest vessel that had ever loaded in a Southern port.

Unfortunately she took fire when nearly ready for sea, and was saved only by the exertions of the USS HURON and various fire companies ashore. On 4 Jan. 1877 two of her crew were suffocated while at work in the chain locker. The Washington Fire

Engine Co. of Beaufort libelled the ship on 22 January and were followed the next day by practically every interest that had a hand in saving the ship. She was finally taken to New York, and was sold at auction there early in April, Capt. Snow bidding her in for the owners for \$69,000.

The HARVEY MILLS then went into the Cape Horn trade. In 1882 she sank the British bark WTA in the Celtic Sea, and was held liable, so again she was sold at auction and once more bought back by her owners. She was finally lost on a voyage from Seattle to San Francisco in Dec. 1886, with only 3 survivors.

It is told of Capt. Harvey Mills that at sea he climbed to the truck of a different mast each day, partly for exercise and also to see that the mate was doing his job. He was clever with his hands, and built beautiful ship models, his wife helping with the sails. Once he lost a tooth at sea and replaced it with one whittled out of an ivory nut.

Captain Mills was married three times, his first wife dying aboard ship in the U. K. after arriving from Calleo. He died in August 1894.



## XIII. SOME OTHER BUILDERS

In this series we have covered all but a handful of the vessels built in Thomaston after 1870. H.M.Bean built several schooners at Tenants Harbor, at the entrance to the Georges River, but since he gained his great fame in building at Camden we will hold the list of his vessels until we take up Camden.

A firm that flourished at Thomaston in the early seventies was Waterman & Hilt. All we know of it, however, is that it turned out the following schooners:

1872 2m.sch ELIA PRUSSY	165 tons
1873 3m.Sch MAY McFARLAND	480
1874 3m.Sch CASSIE JAMISON	399

John A.Small built the following two square-riggers at Thomaston:

1864 Ship E.PLURIBUS UNUM	1370 (old)
1870 Bark CAROLINE O.SMALL	753

The E.PLURIBUS UNUM was sold to go under British registry. Small owned 55/64 of the bark, and also commanded her. He is also credited with building 'Atts' MONTEPELIER in 1864.

Possibly the Hilt in Waterman & Hilt was John Hilt, whose name has been mentioned in this series as master carpenter of several vessels. In 1870 Hilt, McCallum & Co. built the A.McCALLUM, which has already been described among O'Brien's vessels. Hilt owned 1/8, Edward O'Brien 1/4, and Edward W.O'Brien of Brooklyn 1/2.

J.O.Cushing & Co.built the 159-ton schooner ELIZA LEWENSALER at Thomaston in 1882, and Payson & Meenan the 316-ton three-master ALBERT D. HENDERSON in 1870. Last on our list is the 348-ton three-master JAMES A.POTTER, built in 1871, whose builders we have not yet traced.

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## SAILING SHIP NEWS

ADVENTURESS, aux.sch. (Built B.Boothbay, Melins and Alec Brown for items.) 1913.) Jan.1952 taken to Seattle from San Francisco, and for sale. Was for many years a S.F.pilot boat.

AFRICAN QUEEN, Br.aux.4m.sch. (ex BADGER ex WESTWARD ex DANFOLK). Lately used by Colonial Development Corp.as floating factory in shark-fishing. For sale.

ALASTOR alias BOUNTY (Built Sunderland 1875 as a bark) Has been lying in Thames at Rotherhithe since early 1951 after abortive attempt to refit for Festival. To be broken up.

ANNIE C.ROSS, ex-4m.sch. Scott Moore, TV actor, has bought her for home as she lies mastless at Newtown Creek, Brooklyn. built in 1914, is to become a museum on ARMANDITO, Arg.barge. (Built Seaside, Lake Okanagan, B.C.

1890 as 3m.sch GEORGIA GILKEY. 1920's rn.ARMANDITO; later Argentine Navy tr.s. Now cargo barge, R.Plata) Nov.1951 in port at Montevideo.

CONEMAUGH, sch.barge. (built Liverpool 1879 by Royden as ship LORNEY. 1887 barge ATLAS of Boston; later CONEMAUGH of Port Arthur) 1941 abnd.at Port Covington, Baltimore Harb., partly full of oil. Sept. 1951 salvaged.

DANMARK, Dan.aux.tr.s. 24 Dec.left Kingston, Ja.for Cartagena; 28 Dec.Cartagena for Mobile; 16 Jan Mobile for New Orleans; 25th N.O.for Copenhagen; 7 Feb.passed Bermuda. JENNIE D.BELL 3m.sch (ram). Busy during 1951 trading between New Bern, N.C., and Baltimore.

MERCATOR, Belg.aux.tr.bkn. 7 Feb.left Antwerp for Teneriffe.

NELLIE BYWATER, Br.aux.sch. (built 1873; last 2m.topsail sch.in British waters) 22 Dec.left Falmouth for St.Lucia, W.I.; 28 Dec.cansized and sank 7 mi S of Bolt Tail, S.Devon; 2 of 11 crew lost.

PAMIR, Ger.aux.4m.tr.bk. 21 Dec.left Kiel; arr Hamburg 23d. 10 Jan left for Rio; 18 Jan.rode out gale in Thames Estuary, losing 1 anchor; 21st passed Alderney. Carries 45 cadets and 46 crew, including a meteorologist to lay out daily courses. PASSAT, Ger.aux.4m.tr.bk. At Kiel 23 Jan. for Brake; 10 Feb.left Brake for Rio Grande, Brazil.

VIKING, Swed.4m.bk. Being bought by city of Gothenburg for Kr.315,000; and Kr. 2,300,000 (some \$450,000 in all) being spent to fit her as seaman's school.

WAWONA, 3m.Sch. Recently bought from Robinson Fisheries by R.E.Pedersen of Seattle; to go to sea as cruise ship.

YXPILA, Finn.4m.sch. Was idle at Abo during all of 1950.

(Thanks to Bob Burgess, H.Daniel, Ed Col-

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## CURRENT BIBLIOGRAPHY ABANDONED

In view of the "American Neptune's" re- turn to its original policy of publishing a current bibliography of maritime history, LOG CHIPS henceforth abandons this department. Send appropriate items to Dr.R.G. Albion, Study 181, Widener Library, Harvard University, Cambridge 38, Mass.

"American Neptune" is published at the Peabody Museum, Salem, Mass.; annual subscription \$6.50

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The Canadian stern-wheeler SICAMOUS, built in 1914, is to become a museum on Lake Okanagan, B.C.



## BOOK REVIEWS

LETHBRIDGE, T.C., "Boats and Boatmen," viii, 199 pp; 41 figs, 4 pl; index. Thames & Hudson, London and N.Y., 1952. \$3.50.

The development of watercraft in western Europe has been discussed in several books in English, notably those by Chatterton, Hornell, and the Andersons. To this subject Lethbridge brings a new approach, that of the archaeological anthropologist, and by confining himself to boats rather than vessels he seldom gets beyond his depth.

A great many of Lethbridge's views run counter to the orthodox theories concerning the development of European boat types. Despite the change from clinker to carvel planking, for example, he ascribes a common origin to the double-enders of Norway and of Spain; and the war galleys of the Mediterranean are to him but large canoes.

Such opinions as these are ably buttressed with personal observations from such sources as excavated kitchen middens, in which the finfish and shellfish remains can yield important clues as to the extent of trade and fisheries. Pollen analyses are also mentioned as aids in dating boat remains, although the book is not new enough to mention the latest of these techniques, radioactive dating by use of carbon-14, which promises to be the best tool yet in giving the age of maritime relics.

A chapter on superstitions helps explain why a ship is 'she' in English and generally carries a female figurehead, and why women and parsons are unlucky in association with boats. Another chapter discusses the relative influence of the beach and estuarine environments on boat development.

Three basic types of primitive craft are recognizable, according to Lethbridge, the raft, the dugout, and the skin boat, and all other types stem from these. One might raise the question, however, whether a fourth type, the three-plank boat (the literal meaning of 'sampan'), ancestral to the dory, skiff, and sharpie, could not be recognized.

Another possibly controversial point is the frequent comparisons that Lethbridge makes between Latin and Celtic nautical terms, to demonstrate Roman sources for many items. The possibility should also be investigated that these similarities only prove a common origin in some remote Aryan speech.

'Boats and Boatmen' is a work that will repay careful study by anyone interested in the ultimate origins of seafaring. The author's style makes fascinating reading.

CHAPPELLE, Howard I., "American small sailing craft; their design, development, and construction," xviii, 363 pp; 12 pl; 122 plans; index. W. J. Norton, N.Y., 1951. \$7.50

Here is Chapelle's long-awaited work on American boat types. In it he covers the U.S. coastlines chronologically and geographically, tracing the spread of the principal groups. 'American,' however, does not extend to include such Canadian types as the York and Peterhead boats.

The emphasis of the work (probably as stipulated by the publishers) is on the reproduction of the designs at full size as pleasure craft. The originals were therefore drawn at  $\frac{1}{4}$ " or  $\frac{1}{8}$ " scale and are available at this size separately from the publishers, while the line cuts in the book have suffered from too great reduction, and are cluttered with tables of offsets that are useless to all but boat-builders.

It is hard to think of an American boat type that is not covered in this work, and in many cases the only available published plans are those to be found here. The Whitehall boat, the San Francisco lateener (rudely misnamed here the 'dago boat'), the Moses boat, and the lumberman's bateau are examples of frequently mentioned types whose plans now appear in print probably for the first time.

There are some interesting cases of parallel evolution among American types, one of the most notable being among the double-enders of the West Coast salmon fishery. Chapelle states (p.182) that Collingwood skiffs were sent out to British Columbia from the Great Lakes for the Fraser River salmon fishery. Since the salmon boat of the West Coast (called the 'Columbia River boat' even though the first was built for a Greek fisherman on the Sacramento) is practically indistinguishable in model from the Collingwood, it would be interesting to know if Collingwoods actually were sent to the Fraser, or whether a visitor familiar with the Collingwood model applied the name to western-built boats.

EITREM, Christian, "Sjømannsliv," 303 pp; 10 ill. Cammermeyers Boghandel, Oslo, 1948. N.kr.18.20.

Captain Eitrem was born in Kragerø in 1869, and first went to sea at 15 in the bark VALE, after a course at the nautical school. In 1896 he went into steam, as mate of the CRAGGS of Kristiania, and a few years later bought a master's inte-



rest in her sister RAN. In 1910 he swallowed the anchor to join Norske Lloyd.

His seafaring days cover the period during which the steamer largely replaced the sailing vessel in the short sea trades. The book has a pen drawing of each vessel that Capt. Mitrem served in. One, the ULLER, built in 1865, was a jackass bark, one of only two vessels with that rig which the author has ever seen.

CARR, Frank G.G., "Sailing Barges," xvi, 350 pp; 67 pl; 33 fig; index. Peter Davies, London, rev.ed.1951. Price 30s.

This book is a revision of the standard work on Thames barges, first published in 1931. The author, who is now Director of the National Maritime Museum, has had considerable experience in the type, and was first Commodore of the Thames Barge Sailing Club.

'Barge' as used in this title means a vessel with flat bottom and chine bilges; in America the word means a towed vessel. So a 'schooner barge' in Britain is a schooner-rigged, chine-built shallow-draft vessel, while in America it is a large sea-going vessel, designed to be towed but provided with a short schooner rig for helping out in fair winds. Carr has a chapter on the schooner and barkentine barges--the 'big barges,' he calls them--as well as one on the ketch-rigged boomies. He also tells of the keels and of other local types of the English estuaries, such as wherries, trows, and flats. There are also chapters on barge yachts, barge races, and the barge in two world wars.

Plans, several drawn by H.I. Chapelle, are included of a dozen barges. Appendixes give barge owner 'bobs' or house flags, a list of barges still trading in June 1949, very complete specifications for the barge PHOENICIAN of 1922, and brief details of the RECORD REIGN and three barges that crossed the Atlantic to trade in the waters of British Guiana.

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#### IRISH PENNANTS

Another West Coast three-master-- On p. 91 of this volume we noted some corrections to p.57. Winston Langdon also suggested that Turner's MARION of 1882 might have been a three-master. On investigating the ship's copy of her first enrollment we found this indeed to have been the case. There was an error on the custom house copy of her document, which we saw years ago in San Francisco. Correct #64 on p.93 also.

More on Turner's vessels-- We have looked into the documents of some of the doubtful vessels listed on p.95, col.2, with the following results:

ROYAL, SAN JOSE, and NEWTON all have Matthew Turner listed as master builder on their first papers.

TAKU was built at San Francisco by Geo. W. Kneass for the Coast & Geodetic Survey.

FRUTO (see p.104) is credited to Jm. McKenzie of Oakland, she was owned by the Southern Pacific Co.

ALICE and BELLA have James Lamont listed as master carpenter, and LEAH has no master carpenter's name given. It still seems most probable, however, that these three were shipped knocked-down from Benicia and assembled at St. Michaels.

More on Hall Brothers-- Check of the document of the SARAH LOUISE, mentioned on p.97, shows that she was built by V.G. Hall. He and his brother Abraham each owned 1/6, and James H. Bruce, master, 2/3.

No master carpenters' names appear on the documents of DALTON, TALSCH, and SCHWATKA (p.99); further research is indicated.

Bayles builder of the WANDERER?-- Victor C. Darnell writes us that a history of the yacht WANDERER of 1857, notorious for having engaged in a slaving voyage while on the list of the New York Yacht Club, gives her builder as James G. Baylis of Port Jefferson. He queries whether this was the James M. Bayles whose biography we gave on p.111.

The WANDERER's first document gives her master builder as Thomas B. Hawkins of Brookhaven. The firm of Hawkins & Brown was in business at Setauket or Port Jefferson at this period, and we believe it was they, and not Bayles, who built the WANDERER.

Corrections to the German list-- PRUSSSEN p.107, was of course a five-masted ship, as described on p.105. Dr. Jürgen Meyer points out that CHILT of 1893 was broken up under that name after World War I, and that the FRITZ SMITH was the former PORT FERROL (LC v.1, p.109). Other name changes of German-owned vessels are: ARDENCAPLE (v.2, p.23) LANDSEER of Hamburg; wrecked around 1899 in back of the Lizard. AMSTERDAM (v.1, p.146) to ARDUENE and then SILO of Emden.

Australians to salvage GENERAL GRANT -- The Chicago Daily News carried a story on 3 March concerning a venture to salvage a reported \$10 million in gold from this vessel, which was built in Bath, i.e., in 1864.



## SQUARE-RIGGERS BUILT IN THE UNITED STATES SINCE 1870

It is with a great deal of pleasure that we commence in this issue of LOG CHIPS the first installment of a series of lists of American square-riggers, compiled by Mr. Frank J. Thober of Rutley, N.J. The present list gives square-riggers -- ships, barks, and barkentines -- built on the ocean coast of the United States since 1870. Mr. Thober informs us he plans to follow it with a similar compilation covering the years from 1850 to 1869, with a list of square-riggers with a list of foreign-built square-riggers or other vessels converted to square rig which at any time were under the American flag, and finally with an alphabetical list of the foregoing vessels, giving changes of name, rig, or flag, and what finally became of each ship.

The list, which commences on p. 130, has been compiled basically from classification society registers -- primarily "American Lloyd's" and the "Record" and to a lesser extent "Lloyd's" and "Veritas" -- since "Merchant Vessels of the U.S." did not give building data on vessels until the 1880's. The information from these sources has been verified as to name, rig, and tonnage in "Merchant Vessels of the U.S." and discrepancies in many cases have been resolved by reference to the vessel's original papers in the National Archives. Many local histories and lists of ships have been consulted for builders' names and other particulars, and in cases where no other source yielded the name of the builder, recourse has been had to contemporary newspaper files in the Library of Congress.

Most of Mr. Thober's work, we understand, has been undertaken at the New York Public Library. We have provided the searching in Washington sources.

Space has permitted giving year of build, original name, rig and tonnage, place built, builder, and first home port. Not uncommonly the available information, even from authoritative sources, is contradictory in some of these particulars, and a brief discussion of some of these factors is therefore in order.

Year of Build-- American wooden vessels were commonly laid down in the winter or spring and launched late in the following autumn. A vessel built under the survey of a classification society could not receive her final inspection until she was fully rigged and provided with anchors, cables, sails, and boats. Her carpenter's certificate, on the other hand, was generally

filed as soon as she was launched, in order that she might proceed in ballast to the port where she was to be rigged and outfitted. Thus the year of building on a vessel's register, taken from the carpenter's certificate filed early in December, would be different from that in Lloyd's, which would reflect the date of final survey in January of the next year. Name-- For the most part these follow "Merchant Vessels of the U.S.," with obvious misprints corrected. Where the classification societies persistently differ from that source, the matter has been referred to the original register or enrollment, and in a few cases it has been necessary to show two forms if both were well known. Occasionally a vessel had a name carved on her different from the one on her document. Photos of the BENJAMIN SEWALL of 1874 in Matthews' "American Merchant Ships" and on p. 115 of v. 1 of "American Neptune," for example, clearly show her as "B. SEWALL." It was the duty of custom house surveyors, however, to seek out and correct such cases. It was illegal to change the name of a U.S. vessel between May 1864 and March 1881. Many ships built on speculation, however, were launched nameless or had their launching names changed before they were documented. Occasionally in this way an early name finds its way into "Lloyd's" or the "Record" without appearing on the vessel's official papers. Name changes of this nature, and early official name changes under the U.S. flag, are noted in the list, but no attempt has been made to follow the full histories, particularly under foreign flags.

Rig-- This column gives the rig the vessel carried when first built, and later changes are not noted. Many full-riggers under 1800 tons were converted to barks if they reached the age of 15 or 20 years. Some barkentines and a few barks were similarly reduced to schooners. At first sight, there is an apparent tendency for barks to be rerigged as barkentines, in many cases when only 5 or 6 years old; but the data indicate that what actually happened is that the vessels were built as barkentines but documented as barks, and that after a few years the term barkentine became more acceptable to the custom house surveyors. Around 1874, there are several cases of three-masted schooners being rerigged as barkentines, since the deep-water trades were more profitable at that time than coasting. (To be continued)



Name	Rig	Tons	Where built	Builder	First home port
1870					
A. McCALLUM	S	1951	Thomaston Me	Edward O'Brien	Thomaston
ADORNA	S	1460	Setauket NY	D.B. Bayles	New York
AGENOR	S	1487	E Boston Mass	Curtis, Smith & Co	Boston
ALICE BUCK	S	1425	Belfast Me	Henry McGilvery	Belfast Me
AMELIA	Bkn	397	Coos Bay Ore	R. Murray	San Francisco
BRAZOS	B	917	Portland Conn	S. Gildersleeve	New York
CAROLINE O. SMALL	B	753	Thomaston Me	John W. Small	Thomaston
CARRIE REED	S	1400	Kennebunkport Me	N.L. Thompson	Boston
(was to have been named DAUNTLESS, but never documented under that name)					
COLUMBUS	S	1854	Kennebunkport Me	N.L. Thompson	Boston
DAUNTLESS	Name changed before documentation to CARRIE REED				
ESCORT	B	636	Newburyport Mass	Atkinson & Fillmore	Boston
ESSEX	B	662	Newburyport Mass	C.H. Currier & Co.	Salem Mass
F. J. McLELLAN	B	634	Thomaston Me	Stetson, Gerry & Co.	Thomaston
FANNY J. McLELLAN	Documented as F.J. McLELLAN, but usually called by this name.				
G. DE ZALDO	B	477	Setauket NY	Hand & Son	New York
GENEVIE M. TUCKER	B	519	Portland Me	W. & A. Curtis	Portland Me
GEORGE SKOLFIELD	S	1313	Brunswick Me	Skolfield Bros	Brunswick Me
HENRY KNIGHT	B	488	Camden Me	J. Wade	Camden Me
HESTER A. BLANCHARD	Bkn	503	Pembroke Me	A. Frost	Boston
IMPORTER	S	1270	Newburyport Mass	John Currier Jr.	Newburyport
J. T. FOSTER	S	1207	Medford Mass	J.T. Foster	Boston
JOHN ZITTLOSEN	B	500	Tottenville NY	Jacob S. Ellis	New York
KATE WILLIAMS	B	304	Chelsea Mass	McPhail	Boston
MATCHLESS	S	1198	E. Boston Mass	Curtis, Smith & Cushman	Boston
MEROM	S	1204	Phippsburg Me	C.V. Minott	Bath Me
NEPTUNE	B	493	Portsmouth NH	Toby & Littlefield	Boston
NEW ERA	S	1147	E. Boston Mass	John W. Griffith	Boston
NORTH STAR	S	1374	Bath Me	J.V. Moses & Son	Bath Me
P. J. CARLETON	B	986	Rockport Me	John Pascal	Camden Me
POHONO	Bkn	470	Machias Me	John Shaw	Machias Me
ST. JOHN	S	1885	Bath Me	Chapman & Flint	New York
SAMUEL B. HALE	B	566	Westbrook Me	R. Lewis	Portland Me
SAMUEL WATTS	S	2035	Thomaston Me	Samuel Watts & Co.	Thomaston Me
SAPPHO	B	712	Noank Conn	Robert Palmer	Mystic Conn
SARAH	B	558	Stockton Me	Benj. F. Rice	Stockton Me
SARAH E. FRAZER	B	521	Yarmouth Me	Hutchins & Stubbs	Yarmouth Me
SONNTAG	S	1004	Stockton Me	A.P. Goodhue	Stockton Me
SYRA	B	514	Pembroke Me	Hobart & Pettingall	Pembroke Me
TARIA TOPAN	B	631	Salem Mass	Edward F. Miller	Salem
VESUVIUS	B	813	Richmond Me	T.J. Southard & Son	Richmond Me
WILLIAM MCGILVERY	S	1270	Searsport Me	William McGilvery	Searsport
XENIA	B	786	Bath Me	Goss & Sawyer	Harwich Mass

## 1871

ALDEN BESSE	B	842	Bath Me	Goss & Sawyer	Wareham Mass
ALICE CAMPBELL	B	429	E. Boston Mass	Taylor, Campbell & Brooks	Boston
CARIBOU	B	625	Stockton Me	Colcord, Berry & Co.	Boston
CHARLES THOMPSON	Documented as HAMILTON				
COLUMBIA	S	1472	Bath Me	Houghton Bros.	Bath
DON ENRIQUE	See FRANCONIA; renamed 1876				
ELIZA McNEIL	S	1483	Thomaston Me	Samuel Watts & Co.	Thomaston
ERIC THE RED	S	1580	Bath Me	E. & A. Sewall	Bath
ETTA LORING	B	706	Duxbury Mass	J.T. Foster (receiver)	Boston
EVERETT GRAY	B	592	Yarmouth Me	Hutchins & Stubbs	Yarmouth Me
FRANCONIA	S	1313	Newburyport Mass	John Currier Jr.	New York
Renamed DON ENRIQUE in 1876					



## 1871, continued

HAMILTON	S	1262 Kennebunkport Me	N.L.Thompson	Boston
		Launched as CHARLES THOMPSON but documented as HAMILTON		
HARRY MORSE	S	1365 Bath Me	J.Parker Morse	Bath
HARVESTER	B	780 Newburyport Mass	Atkinson & Fillmore	Boston
HUMBOLDT	S	1018 Bath Me	E. & A. Sewall	Bath
INDEPENDENCE	S	952 E.Boston Mass	Curtis & Smith	Boston
JEAN INGELOW	S	1075 Portsmouth NH	W.F.Fernald	Portsmouth NH
MENDES	B	552 Belfast Me	Henry McGilvery	New York
NANCY PENDLETON	S	1449 Belfast Me	Henry McGilvery	Belfast Me
OASIS	B	1106 Freeport Me	Briggs & Cushing	Freeport
OLIVE S. SOUTHARD	S	1193 Richmond Me	T.J.Southard	Richmond Me
PHILENA	B	515 Westbrook Me	George Russell	Portland Me
S. C. BLANCHARD	S	1904 Yarmouth Me	Blanchard Bros.	Yarmouth Me
S. S. THOMAS	S	1554 Kennebunkport Me	N.L.Thompson	Yarmouth Me
T. F. WHITON	B	547 Searsport Me	J.H.Lane	Searsport
WILDWOOD	S	1099 Port Madison WT	A.J.Westervelt	Port Madison

## 1872

A. C. BEAN	B	581 Deering Me	George Russell	Portland Me
ADDA J. BONNER	Bkn	488 Baltimore Md	Wellener & Buck	Baltimore
CARONDELET	S	1438 Newcastle Me	E. Flye & Co.	Damariscotta Me
CARROLLTON	S	1450 Bath Me	E. & A.Sewall	Bath
CUBA	B	1107 Richmond Me	Harward & Theobald	Richmond Me
FANNIE H. LORING	Bkn	460 Yarmouth Me	Hutchins & Stubbs	Yarmouth Me
FLORIDA	S	1414 Richmond Me	J.M.Hagar	Richmond Me
FRIEDLANDER	S	1638 Kennebunkport Me	N.L.Thompson	Boston
JAMES G. PENDLETON	B	838 Newburyport Mass	Atkinson & Fillmore	Boston
LIBERIA	B	328 Newburyport Mass	E. Manson	New York
MCNEAR	S	1308 Belfast Me	H. McGilvery	Boston
NINA SHELDON	B	782 Waldoboro Me	J. Clark & Son	Philadelphia
NOMAD	B	476 Port Jefferson NY	J.M.Bayles & Son	New York
NORTHERN LIGHT	S	1859 Quincy Mass	George Thomas	Boston
ROVING SAILOR	Bkn	477 E.Boston Mass	Abiel Gove	Boston
SARMIENTO	B	606 E.Deering Me	S. Sargent	Portland Me
SEA WITCH	S	1288 E.Boston Mass	R.E.Jackson	Boston

## 1873

ALICE REED	B	873 Waldoboro Me	Reed & Welt	New York
ANTELOPE	S	1306 Belfast Me	H. McGilvery	Boston
B. WEBSTER	B	585 Bath Me	Hagan & Thurlow	Portland Me
BELMONT		See REGINA TOLOK		
CELINA	B	577 Deering Me	R.Lewis & Co.	Portland Me
CHARLES L. PEARSON	Bkn	664 E.Boston Mass	Campbell & Brooks	Boston
CHESTINA REDMAN	Bkn	534 E.Boston Mass	Abiel Gove	Boston
CLARA E. MCGILVERY	Bkn	313 Searsport Me	W. McGilvery & Co	Searsport Me
COLUSA	B	1189 Bath Me	William Rogers	Boston
D. A. BRAYTON	Bkn	558 Fall River Mass	I.C.Terry	Fall River
EDMUND PHINNEY	B	751 Deering Me	George Russell	Portland Me
EL CAPITAN	S	1494 Bath Me	E. & A.Sewall	Bath
FANNIE SKOLFIELD	B	1063 Brunswick Me	Skolfield Bros.	Brunswick Me
FRANK JONES	S	1453 Portsmouth NH	Daniel Marcy	Portsmouth NH
GENEVA	Bkn	464 Bucksport Me	W.H.Genn	Boston
GRANADA	Bkn	396 Damariscotta Me	B.D.Metcalf	Damariscotta
GRANDEE	S	1295 Portsmouth NH	Toby & Littlefield	Portsmouth NH
GRANGER	S	1527 Bath Me	E. & A.Sewall	Bath
H. J. LIBBY	B	621 Bath Me	Hagan & Thurlow	Portland Me
HARRIET N. CARLETON	B	873 Rockport Me	Carleton, Norwood & Co.	Camden Me
HENRY L. GREGG	Bkn	495 Columbia Falls Me	John H.Crandon	New York
HERBERT BLACK	B	573 Searsport Me	Wm.McGilvery & Co.	Searsport
I. SARGENT	B	727 Machias Me	W.C.Holway	Machias



## 1873, continued

IDELLA BERRY	Bkn	578	Robbinston Me	Hiram Hunt	New York
INVINCIBLE	S	1460	Bath Me	W.V. Moses & Son	Bath
JOHN H. KIMBALL	S	1267	Bath Me	Goss & Sawyer	Bath
JOHN J. MARSH	B	410	Newburyport Mass	George E. Currier	Haverhill Mass
JOSEPH BAKER	B	399	Brewer Me	J. Oakes & Son	Bangor Me
LILLIAN	B	618	Harrington Me	Ramsdell, Rumball & Coffin	Harrington
LIZZIE MERRY	Bkn	338	Damariscotta Me	C.G. Merry	Portland Me
LOUISIANA	S	1436	Bath Me	Houghton Bros.	Bath
MAGELLAN	S	1073	E. Boston Mass	Smith & Townsend	Boston
MARTHA DAVIS	B	871	E. Boston Mass	Smith & Townsend	Boston
MATTHEW BAIRD	Bkn	336	Kennebunkport Me	N.L. Thompson	Philadelphia
MIGNON	Bkn	484	Waldoboro Me	J. Clark & Son	Waldoboro
MODOC	Bkn	452	Utsalady VT	George Boole	San Francisco
NEARCHUS	S	1287	Newburyport Mass	John Currier Jr.	Newburyport
NORTH AMERICAN	S	1584	E. Boston Mass	Curtis & Smith	Boston
OLUSTEE	B	470	E. Machias Me	Charles J. Frye	New York
PHILIP FITZPATRICK	B	582	Calais Me	J. & C. Shert	Philadelphia
PILGRIM	S	957	Medford Mass	J.T. Foster	Boston
PORTLAND	Bkn	494	Coos Bay Ore	John Kruse	San Francisco
REBECCA CROWELL	B	587	E. Boston Mass	Abiel Gove	Boston
REGINA			See REGINA TOLCK		
REGINA TOLCK	B	533	Millbridge Me	Ezekiel Dyer	New York
			Renamed REGINA, 1883; BELMONT, 1884.		
ROBERT DIXON	S	1367	Damariscotta Me	Austin Hall	Damariscotta
S. R. BEARCE	B	608	Yarmouth Me	Giles Loring	Yarmouth Me
S. R. LYMAN	B	599	Yarmouth Me	J. & J.A. Seabury	Yarmouth Me
STERLING	S	1732	Bath Me	E. & A. Sewall	Bath
SUMNER R. MEAD	S	1117	Damariscotta Me	G.W. Lawrence	Damariscotta
T. JEFFIE SOUTHARD	B	830	Richmond Me	T.J. Southard & Son	Richmond Me
THOMAS BROOKS	Bkn	449	Setauket NY	N. Hand & Son	New York
THOMAS DANA	S	1445	Newburyport Mass	John Currier Jr	Boston
VICTORIA	S	1349	Newburyport Mass	John Currier Jr	Newburyport
W. R. GRACE	S	1893	Bath Me	Chapman & Flint	New York
WAKEFIELD	B	887	Newburyport Mass	Atkinson & Fillmore	Boston
WILLIAM H. BESSE	B	1027	Bath Me	Goss & Sawyer	Narham Mass
WILLIAM H. THORNDIKE	B	677	E. Boston Mass	D.D. Kelly	Boston

## 1874

ABIEL ABBOTT	Bkn	590	E. Boston Mass	A. & S. Thompson	Boston
ABNER I. BENYON	S	2044	Thomaston Me	Samuel Watts	Thomaston
			Renamed ALFRED WATTS March 1884.		
ADA WISWELL	Bkn	558	E. Machias Me	Wm. H. Stevens	New York
ADA P. GOULD	Bkn	521	Addison Me	Jas. H. Sawyer	Addison Me
ADDIE E. SLEPPER	Bkn	591	Rockland Me	. McAllister	Rockland Me
ADOLPH ENGLER	B	648	Cherryfield Me	Eli Foster	New York
			Renamed SARAH DOE		
ALERT	S	1154	E. Boston Mass	Campbell & Brooks	Boston
ALEXANDER CAMPBELL	Bkn	475	Cherryfield Me	Eli Foster	Cherryfield
ALFRED WATTS			See ABNER I. BENYON		
ALICE	B	504	Deering Me	G.W. Russell	Portland Me
ALIDA	S	1672	Thomaston Me	Edward O'Brien	Thomaston
ALMIRA ROBINSON	B	1198	Bath Me	Lamont & Robinson	Bath Me
AMERICA	S	2054	Quincy Point Mass	George Thomas	Boston
ANNIE LEWIS	B	671	Deering Me	R. Lewis & Co.	Portland Me
ANNIE E. ELLIOTT	Bkn	614	E. Boston Mass	Campbell & Brooks	Boston
B. P. CHENEY	S	1322	Bath Me	Goss & Sawyer	Bath Me
BATAVIA	B	661	Millbridge Me	J. J. Sawyer	New York
BEATRICE HAVENER	B	553	Searsport Me	W. McGilvery	Searsport Me
BENJAMIN SEWALL	S	1434	Brunswick Me	Charles S. Pennell	Boston

(to be continued)